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1-11. (CANCELED)

12. (CURRENTLY AMENDED) A method for ~~[[the]]~~ operation of a drive train for powering a mobile vehicle with a drive engine which, ~~on the one hand~~, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving the propulsion drive and, ~~on the other hand~~, powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected being connectable via a clutch (2) to the drive engine and the turbine rotor (4) is connected to the step-down transmission (5), the method comprising the step of: wherein

regulating the clutch (2) is regulated in such a manner that regardless of drive engine speed, an actual speed of the mobile vehicle corresponds to a specified speed.

13. (CURRENTLY AMENDED) A method for the operation of a drive train for driving a mobile vehicle with a drive engine which, ~~on one hand~~, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving a propulsion drive and, ~~on another hand~~, powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine, the method comprising the step of: wherein

regulating the clutch (2) is regulated in such a manner that regardless of drive engine speed, an actual torque of the turbine rotor (4) does not exceed a predefined, specified torque.

14. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein in thrust operation further comprising the step of actuating a service brake is actuated in a thrust operation when the specified speed is exceeded.

15. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of actuating the service brake is actuated in such a manner that the actual speed corresponds to the specified speed.

16. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of regulating the clutch (2) is regulated as a function of the speed of the drive engine and [[the]] a difference between the actual speed and the specified speed.

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17. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 13, wherein further comprising the step of regulating the clutch (2) is regulated as a function of the speed of the drive engine and [[the]] a difference between the actual torque and the specified torque.

18. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the steps of locating the clutch (2) is located inside a converter housing (1) and is cooled cooling the clutch (2) by a liquid present therein within the converter housing (1).

19. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of specifying a speed can be specified by means of a driving pedal (12).

20. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of actuating the clutch (2) can be actuated by an electronic control unit (7) and a proportional valve (16).

21. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim[[s]] 12, wherein further comprising the step of actuating the clutch (2) is actuated by an actuation pressure which is adjusted as a function of an actual pressure inside a converter housing (1).

22. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim[[s]] 12, wherein further comprising the steps of locating the clutch (2) is located outside a converter housing (1) and is cooled cooling the clutch (2) by a coolant liquid.

23. (NEW) A method of operation of a drive train for powering a vehicle with an engine which drives, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), a speed-change step-down transmission (5) for driving a propulsion drive and drives an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) being connectable, via a clutch (2), with the engine and the turbine rotor (4) is connected to the step-down transmission (5), the method comprising the step of:

regulating the clutch (2) in such a manner that regardless of a speed of the engine, one of an actual speed of the vehicle remains below a specified speed and an actual torque of the turbine rotor (4) remains below a specified torque.